G. R. S. App. F. IX-4]

Previous References

53-41-1

Later. Referen

1942 -
(Legis.)

Legs File No. 5-42-C
Serial Nos.

GENERAL AND REVENUE SECRETARIAT

Part B for September 1942

SUBJECT.

Mysore Motor Vehicles (Drivers) Act
(XXV of 1942) 1942

To Compiler, Mysore Gazette, Bangalore.

Leg-Legis 5-42-1 dt 22nd Jan 1942

Directs the Publication

Continued from Legis 5-2-41-1 d
5-5-42.

Extract from file no 79 S-R
bound no RL 2393 Legis 5-3-4
dated 5-5-42.

2. The Commissioner Mysore ha

invites the publication of the Mysor
Motor Vehicles (Drivers) Emerg
Act 1942.

The notification has appeared
part IV of the Gazette dated
10/1942 on Page 259

Kind reference is invited t
order 3 of the notes. Supra
- orders whether a Govt
Order issued on the lines
Madras Govt notification

V.
5-5-42 A Copy of the Moto
(Drivers) Rule with a
of Principles is put up for a

The Motor Vehicles (Drivers) Emergency A

eneral and Revenue Secretariat
R. A. & L. C.

File No. of 194 App. F. III-2

795/RL

Serial No.

The Statement of Principles and the draft Bill may be approved. This Bill has been ordered to be placed before the Assembly in June.

9.5.42

Law Secy)

The Statement of Principles may be adopted.

Minister for Law)

Hm 9/5/42

9.5.42

Hm 11/5/42

11.5.42

The Principles of this Bill were placed before the Assembly on the 3rd June but were not accepted by a majority of 152 as against 101.

As it is a War measure and the existing Emergency Act will expire shortly, the Bill may perhaps be introduced in the L.C.

If approved the Bill will be published in the Gazette under order of the Dewan under rule 36 of the Imperial Legislative Rules.

The Minister for Law was pleased to direct that the question may be examined whether the definitions in the Bill could not be

Mysore Motor Vehicles Bill

File No.. of 194

General and Revenu Secretariat
R. A. & L. C.

Serial No.

Simplified in the light of the definitions in our Motor Vehicles - Road Traffic - Taxes Act.

The important definition is of a transport Vehicle since the Register of Drivers is required to Specify under separate heads Drivers of transport Vehicles and others.

In Mysore under rule 18 of the Motor Vehicles Rules, a distinction appears to be drawn between drivers of motor vehicles intended to be let or to ply for hire and others. The expression 'professional driver' used in the rule is not defined but perhaps roughly corresponds to the former Category.

It is submitted that if the expression "transport vehicle" in the Bill is defined as a motor vehicle intended to be let or to ply for hire, the existing distinction between the 2 classes of driving licences would be maintained and would render the other definitions in the Bill unnecessary.

In regard to drivers possessing licences of British India, it is submitted they could be brought in under either of the suggested Categories. Further such Cases are not likely to be many.

If approved the definition of transport Vehicle will be amended as suggested above and the other definitions "d" to "j" will be omitted when publishing the Bill

Secy
Home)

5.6.62

Motor Vehicles (Drivers) Bill

Continuation Sheet. Legis File No. / Current No. of 41-42 Page.

BKR
6.6.42

Law Minister)

(0631

The bill as revised by you may be published. It takes notice of all the remarks in the note of the discussion.

Dewan) 6-6-42

Alle
7/6/42

BKR
8.6.42

Issued vide RL 2581 dated 6th June, 1942.

As the Motor Vehicles (Drivers) Bill is proposed to be placed before the ensuing Session of the L.C. for being enacted into law the following Rule in respect of the bill is put up for Consideration

1) Motion to introduce the bill and to move that the bill published under Rule 86 of the Mysore Legislative rules, be taken into Consideration by the Council at once.

Mover - Minister for Law

2) Motion that the bill be passed

Mover. Minister for Law

BBR
9.6.42
BVN
9/6

2...

Law Minister)

WD 06260—GPB—500 pads of 100 sheets each—20-3-42

re your Motor Vehicles (Drivers) Bill. 79 SRL

The Bill was introduced in the Leg Council and passed.

Draft put up for approval

Secy (Home) 29.6.42

BKR 29.6.42

Law Secy (in charge) 1.7

BKR 1.7.1

Hon 2/7

for approval

Secy (Home) 3.7.42

BKR 3.7.42

Law Secy (Rev) 4.7

BKR 4.7.1

LAW DEPT. 5841 30 JUNE 1942 GOVT OF MYSORE

Subject:- Promulgation of the MOTOR VEHNICLES DRIVERS BILL.

With the gracious approval of His Highness given on the 4th of April 1942, the Motor Vehnicles (Drivers) Bill was promulgated into law as an emergency measure. As the continuance of this measure was considered necessary beyond the period of six months, the Bill was placed before the Representative Assembly during the recent Budget Session. By a majority, the Representative Assembly refused to assent to the Bill. As it is a War measure intended to be a part of the arrangements necessary for safeguarding the State and the public in an emergency, it was considered desirable to proceed with the Bill in the Legislative Council, in spite of the refusal of the Representative Assembly to accord its support to the Bill.

~~The majority by~~ The votes against the bill were 152 and those for were 101. The majority ~~which~~ was not such as ~~to~~ attracts the provisions of Sec 23(2) of the Govt of Mysore Act.

The Bill was accordingly introduced in the Legislative Council during its present session and was passed by that Chamber.

A copy of the Bill as finally passed by the Council and signed by the President is submitted to His Highness the Maharaja for assent ~~under Standing Order 45 of the Mysore Legislative Council Standing Orders.~~

I solicit the gracious sanction of His Highness to promulgate the Bill into law.

MINISTER FOR LAW.

BVR
14.4.42

D.S.N.

I submit herewith a Final Note by the Minister for Law re: Promulgation into law of the Motor Vehicles(Drivers)Bill, for His Highness's gracious approval.

DEWAN.

3.7.42

Final Note by the Minister for Law.

Subject.— Promulgation into law of the Motor Vehicles Drivers Bill.

With the gracious approval of His Highness given on the 4th of April 1942, the Motor Vehicles (Drivers) Bill was promulgated into law as an emergency measure. As the continuance of this measure was considered necessary beyond the period of six months, the Bill was placed before the Representative Assembly during the recent Budget Session. By a majority, the Representative Assembly refused assent to the Bill. The votes against the bill were 152 and those for were 101. The majority was not such as to attract the provisions of Section 23 (2) of the Government of Mysore Act.

As it is a War measure intended to be a part of the arrangements necessary for safeguarding the State and the public in an emergency, it was considered desirable to proceed with the Bill in the Legislative Council, in spite of the refusal of the Representative Assembly to accord its support to the Bill.

The Bill was accordingly introduced in the Legislative Council during its present session and was passed by that Chamber.

A copy of the Bill as finally passed by the Council a signed by the President is submitted to His Highness the Maharaja for assent.

I solicit the gracious sanction of His Highness to promulgate the Bill into law.

Bangalore,
2nd July 1942.

MINISTER FOR LAW.

Submitted to His Highness.

I submit herewith a Final Note by the Minister for Law regarding the promulgation into law of the Motor Vehicles (Drivers) Bill, for His Highness's gracious approval.

N N Rao

D E W A N.

Bangalore,

4th July 1942.

Record of Cases submitted for the Orders of

His Highness the Maharaja.

Subject.

Promulgation into law of the Motor Vehicles (Drivers) Bill.

Order.

1/11/42

General and Revenue

Secretariat.

SUBJECT :—

Promulgation into law of the Motor Vehicles (Drivers) Bill.

(*)

14. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or ndications to the contrary, be ordinarily circulated to the Ministers for perusal after the issue of orders.

16. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after, to the Chief Secretary for circulation to the Ministers.

17. In all other cases, the files will first be circulated to the Ministers at Headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders. (*Vide* Rules 14, 16 and 17 of the Subsidiary Rules for the conduct of business of Council in the Mysore Government Business Rules.) (*)

9/7

Chief Secretary to Government.

Through the Secretary to Government,

....Law.....Department. 10.7

203 / 10.7.42 Minister for Finance and Revenue. 10.7

418 / 11.7 Minister for Law. 12/7

220 / 10.7 Minister for Education. 11.7.42

411 / 11/7 Minister for Local Self-Govt. and Public Health. 11.7.42

Law Secy w/c. 12/7

WD 06360—GPB—500—23-3-42

500 — 14.7.42

The Mysore Motor ~~Vehicles~~ Vehicles (Drivers) Act, 194

Continuation Sheet. File No. Current No. Page. 12

The gracious assent of His Highness was accord on the 7th day of July 1942 to promulgate the Bill into Law.

A draft G.O. directing publication of the Act as Act No XXVI of 1942 is submitted for approval

JV. 20.7.42

Secy to GA H

DSR 20.7.42

BVN 20/7.

BSR 20.7.42

Law Secy

Cus 20-7-4

DSRe BSR 20.7.42

SECL. LAW DEPT. 744 20 JULY 1942 GOVT OF MYSORE

Issued No RL 99 Regis 5-42 1 dated 22nd July 1942 to the Compiler Mysore Gazette

The Act has been published in part IV of the Gaz dated 23rd July 1942

A

JV. 7-9-42

SECRETARY

A copy of the Act is put up herewith. The file will be recorded if approved

JV 7.9.42

THE MOTOR VEHICLES (Drivers) BILL.

Sir,-- I beg ~~to introduce the~~ Motor Vehicles (Drivers) Bill ~~and~~ to move that the Bill, published under rule 36 of the Mysore Legislative Rules, be taken into consideration by the Council at once.

This is another bill to facilitate action for the safeguarding of person and property and the essential life of the community in situations likely to arise out of the War.

In the event of hostile attack by air and on occasions of impending danger, panic or scare, private transport services may fail, and there will be need for special arrangements by the State for transport facilities for evacuation of women, children and hospital population, for Civil Defence organizations, for ambulances, fire fighting, etc., and for ensuring distribution of food-stuffs. The acquisition of motor vehicles for the purpose is provided for by Rule 75A of the Defence of India Rules as applied to Mysore. Motor drivers would also be necessary in such emergencies.

This Bill provides for requisitioning the services of persons capable of driving motor vehicles. To facilitate such requisitionigg, the Bill provides for the maintenance of a Register in which will be entered the names of ~~all~~ persons capable of driving motor vehicles and available for service in an emergency.

The Bill provides also that persons capable of driving transport vehicles will be registered separately.

In order to ensure that the persons on the register are readily available, their address and other particulars are entered in the register and they are

required to intimate to the registering authority any change of address promptly. At the time of registering, each person is entered as available for service throughout Mysore or in a definite area only, and he is informed of the same. If he wants to leave Mysore or the limits of the definite area so mentioned, he is also required to obtain permission of the registering authority. Such a precaution is obviously necessary to enable the authority concerned to revise his arrangements and earmark another person for being requisitioned in his place in an emergency.

The Bill provides also that no employer of a person requisitioned under it shall do anything calculated to prevent or obstruct such person from complying with that order.

When the principles of the Bill were placed before the Assembly on the third of this month, it did not give its assent. 152 members voted against giving assent and 101 members voted for giving assent.

The majority against giving assent is not such majority as is required by Section 26 (2) of the Government of Mysore Act, 1940. No statement has therefore been despatched under Rule 39 of the Mysore Legislative Rules.

This measure is purely a war measure. It is part of the arrangements necessary for safeguarding the State and the public in an emergency. For the evacuation of people from threatened areas and for rushing in aid of people affected by hostile attack, motor vehicles are essential. This Bill provides for the minimum arrangements necessary to secure the services of persons capable of driving motor vehicles on such occasions. Under rules proposed to be issued

under this measure, adequate remuneration will be provided for drivers whose services have to be requisitioned.

As the need for this measure was felt to be urgent in April last, an Emergency Act identical with the present Bill was promulgated. The situation cleared for the time. But the danger is still there. It is therefore proposed to be placed permanently on the Statute Book. It will however be repealed immediately the necessity for it ceases on the termination of the War.

I move that the Bill be taken into consideration.

(DEFINITIONS CONTINUED)

(g) "Tractor" means a motor vehicle which is not itself constructed to carry any load (other than equipment used for the purpose of propulsion the unladen weight of which does not exceed 16,000 pounds avoir-dupois; but excludes a road-roller.

(h) "Motor cab" means any motor vehicle constructed, adapted or used to carry not more than six passengers excluding the driver, for hire or reward;

(i) "Contract Carriage" means a motor vehicle which carried a passenger or passengers for hire or reward under a contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum and from one point to another without stopping to pick up or set down along the line of route passengers not included in the contract; and includes a motor cab notwithstanding that the passengers may pay separate fares;

Explanation--"Contract carriage" does not include a motor vehicle, possession of which has been temporarily transferred in accordance with an express agreement of hire or use as a private vehicle and which is used in accordance with the terms of such agreement;

(j) "Stage carriage" means a motor vehicle carrying or adapted to carry more than six persons excluding the driver which carries passengers for hire or reward at separate fares paid by or for individual passengers, either for the whole journey or for stages of the journey.

~~ACT NO. XX of 1942.~~

Bill

MYSORE MOTOR VEHICLES (DRIVERS) ~~EMERGENCY ACT, 194~~.

(Received Assent of His Highness the Maharaja on the 4th day of April

~~(An Act~~ to provide for the requisitioning on behalf of Government of the services of persons capable of driving motor vehicles)

WHEREAS ~~the Government of His Highness the Maharaja~~ it is expedient ~~are satisfied that an emergency has arisen which makes it necessary to take powers~~ to confer powers to require persons capable of driving motor vehicles to place themselves and their services at the disposal of the Government;

NOW, THEREFORE, in exercise of the powers conferred by sub-section (1) of Section 31 of the Government of Mysore Act 1940 (XVIII of 1940);

It is hereby enacted as follows:--

1 (1) This Act may be called the Mysore Motor Vehicles (Drivers) ~~Emergency~~ Act, 1942. Short title extent & commencement.

(2) It extends to the whole of Mysore.

(3) It shall come into force at once.

2. In this Act, unless there is anything repugnant in the subject or context:-- Definit

(a) "licensing authority" means a licensing authority appointed for the purposes of the Mysore Motor Vehicles Act, XVI of 1928;

(b) ~~"Motor vehicle" has the meaning assigned to that expression in the Mysore Motor Vehicles Act, 1928;~~

(c) "Transport vehicle" means a public service vehicle, a goods vehicle, a locomotive or a tractor other than a locomotive or tractor used solely for agricultural purposes;

(d) "public service vehicle" means any motor vehicle used or adapted to be used for the carriage of passengers for hire or reward, and includes a motor cab, contract carriage, and stage carriage;

(e) "goods vehicle" means any motor vehicle constructed or adapted for use for the carriage of goods solely or in addition to passengers;

(f) "locomotive" means a motor vehicle which is itself not constructed to carry any load (other than equipment used for the purpose of propulsion), the unladen weight of which exceeds 16,000 pounds avoirdupois, but does not ~~excludes~~ include a road-roller.

3. (1) The Government may cause any licensing authority to prepare for ~~the State~~ Mysore or for any area Register of Motor Vehicle

in the ~~State~~ Mysore a register in which shall be entered the names of such persons within the ~~State~~ Mysore or area, as the case may be, who are capable of driving a motor vehicle as the licensing authority may think fit to enter, together with such details of their qualifications as drivers as may be prescribed by rules made under section 8.

(2) The register shall show under separate headings those persons who are capable of driving a transport vehicle, and those persons who are not so capable.

(3) The licensing authority shall, on entering the name of any person in the register, send to that person a notice in writing informing him that his name has been entered in the register for the ~~State~~ Mysore or area, as the case may be, stating whether he has been registered as capable of driving a transport vehicle or not, and informing him of the provisions of section 4 and section 5 of this Act.

(4) The licensing authority may, for the purpose of preparing the register under sub-section (1), by notice in writing, call upon any person to furnish in accordance with the requirements of the notice any information relating to his qualifications as a driver of motor vehicles which may be required by such notice.

Power to requisition services.

4. (1) Any officer empowered in this behalf by the Government may, by order in writing delivered to any person whose name is enrolled in the register referred to in section 3, require him to present himself at such time and at such place and to such authority within the ~~State~~ Mysore as may be specified in the order and to perform within the ~~State~~ Mysore such services and for such time as may be so

specified or as may be required of him by the authority to whom he has presented himself in pursuance of such order.

(2) An order under sub-section (1) may require a person to drive a motor vehicle notwithstanding that he is not licensed under the Mysore Motor Vehicles Act, 1928 to drive a motor vehicle or a motor vehicle of the class to which the vehicle to be driven belongs, and nothing in section 6 of the Mysore Motor Vehicles Act, 1928 shall apply to such person in respect of any motor vehicle driven by him in obedience to any such order.

Registered persons to notify changes of address and obtain permission to leave area of registration.

5. Any person to whom the notice under sub-section (3) of section 3 is sent shall thereafter, ~~or~~ on any change occurring in his address, at once report such change to the licensing authority, and shall not depart out of the ~~State~~ Mysore or area, as the case may be, in which he is registered without first informing the licensing authority and receiving permission from that authority to depart.

Penalties.

6(1) Whoever fails to comply with the requirements of any notice issued under sub-section (4) of section 3 or in purported compliance with any such notice knowingly or recklessly makes any untrue statement, or without reasonable excuse fails to report as required by section 5 any change occurring in his address shall be punishable with fine which may extend to one hundred rupees.

(2) Whoever without reasonable excuse fails to comply with an order in writing made under sub-section (3) of section 4 or to perform in the manner required any service which he is required to perform in pursuance of such order or in contravention of section 5, departs out of the area in which he is registered shall be

punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

(3) Whoever being the employer of a person required by an order under sub-section (1) of Section 4 to present himself for service does anything calculat to prevent such person from, or to obstruct such person in complying with the order shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

sanction for prosecutions.

7. No prosecution for an offence punishable under this Act and no prosecution for an offence punishable under the Mysore Motor Vehicles Act, ~~XVI of~~ 1988, committed by a person who is for the time being acting in obedience to an order under sub-section (1) of section 4 of this Act, shall be instituted without the previous sanction in writing of the Government or of an authority authorised in this behalf by the Government.

Power to make rules.

8. (1) The Government may, by notification in the official Gazette, make rules to carry out the purposes of this Act.

(2) Without prejudice to the generality of the foregoing power, rules may be made providing for all or any of the following matters, namely:--

(a) the form of the register referred to in section 3, the principles to be followed in selecting names for entry therein, and the details to be recorded therein;

(b) the form of any order in writing or notice in writing to be issued under this Act;

(c) the payment of persons whose services are requisitioned under this Act for the services rendered.

---- (Sd/ M Madhava Rao,
Secretary

9 The Motor Vehicles (Drivers) Emergency Act, 1942, (XVII of 1942), is hereby repealed. But any rules made, anything done and any action taken in exercise of any power conferred by or under the

said Emergency Act shall be deemed to have been made, done or taken, in exercise of powers conferred by or under this Act as if this Act had commenced on the 14th day of April 1942

5. THE MOTOR VEHICLES (DRIVERS) BILL.

Statement of Principles. Object & Reasons.

The Governor-General has recently promulgated an Ordinance providing for the requisitioning of the services of persons capable of driving motor vehicles. The Motor Vehicles (Drivers) Ordinance, 1942, empowers specified officers of the provincial Governments in British India to require persons capable of driving motor vehicles to place themselves and their services at the disposal of provincial Governments for remuneration.

In view of the probable requirements of the A. R. P. and the Police in the State and other possible requirements in connection with the War, the Government consider it necessary to have similar legislation in Mysore. As the matter was considered urgent, an Emergency Act was passed in the first instance in May 1942.

As the circumstances necessitating the promulgation of the Emergency Act are likely to continue for some time more, it is proposed to place the measure permanently on the Statute Book.

MYSORE MOTOR VEHICLES (DRIVERS) BILL.

A Bill to provide for the requisitioning on behalf of Government of the services of persons capable of driving motor vehicles.

WHEREAS it is expedient to take powers to require persons capable of driving motor vehicles to place themselves and their services at the disposal of the Government;

It is hereby enacted as follows :—

(1) This Act may be called the Mysore Motor Vehicles (Drivers) Act, 1942.

(2) It extends to the whole of Mysore.

(3) It shall come into force at once.

2. In this Act, unless there is anything repugnant in the subject or context :—

(*a*) "Licensing Authority" means a licensing authority appointed for the purposes of the Mysore Motor Vehicles Act, XVI of 1928;

(*b*) "Motor Vehicle" means ~~any mechanically propelled vehicle adopted for use upon roads~~; a motor vehicle as defined in M.M.V. Act XVI of 1928

(*c*) "Transport Vehicle" means ~~a public service vehicle, a goods vehicle, a locomotive or a tractor, other than a locomotive or tractor used solely for agricultural purposes~~;

(*d*) "Public Service Vehicle" means any motor vehicle used or adapted to be used for the carriage of passengers for hire or reward—and includes a motor cab, contract carriage and stage carriage;

(*e*) "Goods Vehicle" means any motor vehicle constructed or adapted for use for the carriage of goods, or any other motor vehicle not so constructed or adapted

when used for the carriage of goods solely or in addition to passengers ;

(*f*) "Locomotive" means a motor vehicle which is itself not constructed to carry any load (other than equipment used for the purpose of propulsion), the unladen weight of which exceeds 16,000 pounds avoirdupois, but does not include a road-roller.

(*g*) "Tractor" means a motor vehicle which is not itself constructed to carry any load (other than equipment used for the purpose of propulsion) the unladen weight of which does not exceed 16,000 pounds avoirdupois; but excludes a road-roller ;

(*h*) "Motor Cab" means any motor vehicle constructed, adapted or used to carry not more than six passengers, excluding the driver, for hire or reward ;

(*i*) "Contract Carriage" means a motor vehicle which carried a passenger or passengers for hire or reward under a contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum and from one point to another without stopping to pick up or set down along the line of route passengers not included in the contract; and includes a motor cab notwithstanding that the passengers may pay separate fares ;

Explanation.—"Contract Carriage" does not include a motor vehicle, possession of which has been temporarily transferred in accordance with an express agreement of hire or use as a private vehicle and which is used in accordance with the terms of such agreement ;

(*j*) "Stage Carriage" means a motor vehicle carrying or adapted to carry more than six persons excluding the driver, which carries passengers for hire or reward at separate fares paid by or for individual passengers, either for the whole journey or for stages of the journey.

Register of Motor Vehicle Drivers.

3. (1) The Government may cause any licensing authority to prepare for Mysore or for any area in Mysore a register in which shall be entered the names of such persons within Mysore or area as the case may be, who are capable of driving a motor vehicle as the licensing authority may think fit to enter, together with such details of their qualifications as drivers, as may be prescribed by rules made under Section 8.

(2) The register shall show under separate headings those persons who are capable of driving a transport vehicle, and those persons who are not so capable.

(3) The licensing authority shall, on entering the name of any person in the register, send to that person a notice in writing informing him that his name has been entered in the register for Mysore or area, as the case may be, stating whether he has been registered as capable of driving a transport vehicle or not, and informing him of the provisions of Section 4 and Section 5 of this Act.

(4) The licensing authority may, for the purpose of preparing the register under sub-section (1) by notice in writing, call upon any person to furnish in accordance with the requirements of the notice any information relating to his qualifications as a driver of motor vehicles which may be required by such notice.

Power to requisition sevices.

4. (1) Any officer empowered in this behalf by the Government may, by order in writing delivered to any

person whose name is enrolled in the register referred to in Section 3, require him to present himself at such time and at such place and to such authority within Mysore as may be specified in the order and to perform within Mysore such services and for such time as may be so specified or as may be required of him by the authority to whom he has presented himself in pursuance of such order.

(2) An order under sub-section (1) may require a person to drive a motor vehicle notwithstanding that he is not licensed under the Mysore Motor Vehicles Act, 1928, to drive a motor vehicle or a motor vehicle of the class to which the vehicle to be driven belongs, and nothing in Section 6 of the Mysore Motor Vehicles Act, 1928, shall apply to such person in respect of any motor vehicle driven by him in obedience to any such order.

Registered persons to notify changes of address and obtain permission to leave area of registration.

5. Any person to whom the notice under sub-section (3) of Section 3 is sent shall thereafter, on any change occurring in his address, at once report such change to the licensing authority, and shall not depart out of Mysore or area, as the case may be, in which he is registered without first informing the licensing authority and receiving permission from that authority to depart.

Penalties.

6. (1) Whoever fails to comply with the requirements of any notice issued under sub-section (4) of Section 3 or in purported compliance with any such notice knowingly or recklessly makes any untrue statement, or without reasonable excuse fails to report as required by Section 5 any change occurring in his address, shall be punishable with fine, which may extend to one hundred rupees.

(2) Whoever without reasonable excuse fails to comply with an order in writing made under sub-section (1) of Section 4 or to perform in the manner required any service which he is required to perform in pursuance of such order or in contravention of Section 5, departs out of the area in which he is registered, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

(3) Whoever being the employer of a person required by an order under sub-section (1) of Section 4 to present himself for service does anything calculated to prevent such person from, or to obstruct such person in, complying with the order, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

Sanction for prosecutions.

7. No prosecution for an offence punishable under this Act and no prosecution for an offence punishable under the Mysore Motor Vehicles Act, 1928, committed by a person who is for the time being acting in obedience to an order under sub-section (1) of Section 4 of this Act, shall be instituted without the previous sanction in writing of the Government or of an authority authorised in this behalf by the Government.

Power to make rules.

8. (1) The Government may, by notification in the official Gazette, make rules to carry out the purposes of this Act.

(2) Without prejudice to the generality of the foregoing power, rules may be made providing for all or any of the following matters, *viz.*,—

(*a*) the form of the register referred to in Section 3, the principles to be followed in selecting names for entry therein, and the details to be recorded therein;

(*b*) the form of any order in writing or notice in writing to be issued under this Act;

(*c*) the payment of persons whose services are requisitioned under this Act for the services rendered.

Repeal and Savings.

9. The Motor Vehicles (Drivers) Emergency Act, 1942 (No. XXI of 1942), is hereby repealed. But any rules made, anything done and any action taken in exercise of any power conferred by or under the said Emergency Act, shall be deemed to have been made, done or taken, in exercise of powers conferred by or under this Act, as if this Act had commenced on the 4th day of April 1942.

ASM.
II Day.
(3-15 to 5)
(Last turn)

THE MOTOR VEHICLES (DRIVERS) BILL.

The Secretary to Government, LAW DEPARTMENT (Mr.C. NARAYANASWAMI NAIDU) explained the general principles of the Bill as follows:-

The speaker expressed the hope that as there was no objectionable features in the Bill, its general principles would be accepted.

Messrs. K.CHENGALARAYA REDDY AND S.N.RAZVI? Leaders of the Congress and Muslim League parties respectively said that they were going to question the last statement.

THE PRESIDENT gave hint to the House that the Bill should be dealt with as a matter of business and not with any ideology.

Mr. K. HANUMANTHIAH said that he would take the hint and oppose the Bill not merely as a member of the Congress Party, but also purely in his capacity as a member of the Assembly. In the statement of objects and reasons, three reasons were given for the enactment of this legislation and it was evident therefrom that it was purely a war measure. Further it was also proposed to place the measure permanently on the Statute Book. He read out the sections one by one, so that he might point out all the objectionable features found therein.

Referring to Sub clause (1) of Clause 3 he stated that it empowered the Government to prepare a Register in which all motor drivers might be registered. According to sub clause (2) Registrar should show under separate headings those persons who were capable of driving a transport vehicle, and those persons who were not so capable. In Sub clause (3) the power of issuing a notice to the person concerned in writing, informing him that his name had been entered in the Register ~~for Mysore~~, was taken. In clauses 4 and 5, powers were taken to requisition the services of any registered Motor Driver, and an obligation was imposed on the Registered persons to notify changes of address and obtain permission to leave the area of registration. ~~This~~ Power had been taken by Government to register every one who knew motor driving whether they could drive a transport vehicle or not. When the person failed to comply with the requirements of any notice issued under Sub section 4 or in purported compliance made any untrue statement, etc. he would be punishable with fine which might extend to Rs.100/-. But in the case of a person who failed to comply with an order under sub section (1) of section 4, or departed out of the area in which he was registered he would be punishable with imprisonment for a term which might extend to 6 months, or with fine or with both. No limit was fixed for the amount of the fine that might be imposed. It might be Rs.300/- or it might be even Rs.600/-

.....

Mr. Bhupalam R. CHANDRASEKHARAYYA brought to notice that as the clock had struck 4, the adjournment motion should be taken up.

Mr. K. HANUMANTHIAH said that since he had not con-

concluded his speech, he would continue it on the following day and show ~~that~~ how on its own merits the Bill was highly objectionable.

MOTOR VEHICLES (DRIVERS) BILL.

MR. K. HANUMANTHIAH began by saying that the object of the Bill was to give power to Government to call on everybody who knew motor driving, professional or otherwise, for service whenever necessary. As was stated in the Statement of objects and reasons, this measure was designed to meet the "probable requirements of the A.R.P. and the Police in the State and other possible requirements in connection with the War." All the same, it had been proposed to place it permanently on the statute book. Under clause 3 of the Bill, a Register would be maintained in which the names of all who knew motor driving, even people without driving licence, would be entered. The persons whose names had been included in the Register would be called upon to furnish particulars relating to his qualifications as a driver of motor vehicles. Whoever failed to comply with the requirements of such a ~~x~~ call would be punishable with fine which might extend to Rs. 100/-. Secondly, when the services of any one of them was requisitioned, whatever his status in life, he must present himself at such time ~~xhxx~~ and at such place and to such authority as might be specified in the order. The penalty provided in the Bill for disobeying this call was imprisonment for a term which might extend to 6 months or fine or both. There was no limit fixed for this fine. It might be Re.1/- or Rs.100, or Rs.1 Lakh.

Then under clause 5 of the bill, the drivers whose names were included in the list, should notify their change of address and in default would b be liable to a punishment which might extend to

Rs.100 and if they depart out of the area in which they are registered, they would be punished again. This was tantamount to treating them like criminal tribes.

In addition to the above, if the owner of a motor vehicle was suspected to prevent or obstruct his driver from complying with the notice calling for service, such employer also was liable to be punished with six imprisonment or with fine or with both.

Never before had a bill giving such wide powers to Government been placed before the House. At the time the Public Security Act was passed, in the Assembly, he had thought that that was a stringent measure. But the present Bill was even more stringent than that, as it affected everybody, including Government Officers, who knew motor driving It might be asked why it was that the Government were enacting such a measure. This was because the Mysore Government was subservient to the Imperial Government and could not take any independent action. Whatever legislation was introduced in British India by the Governor-General, had to be automatically enacted in the State. It was immaterial who the framers of the law were. The members of the House would be failing in their duty if they did not express their views frankly on this Bill. The British Government evidently believed that they could win victory by such measures. He personally felt that such harsh steps would not help the British even to the smallest extent. The events in Burma bore am testimony to this. General Alexander hims

had stated that only 10 per cent of Burmese were pro-British, and that at least another 10 per cent were neutral. It could therefore be inferred that at least 90 per cent of the people in Burma had no sympathy for British Government. Even in India, when Air raid took place in Vizag/Patam and Cocanada where the British authority prevailed, the so-called essential services and everybody else took to heels, and as had been published in papers it was only the Municipal President (a Congressman) who was on the spot. ~~This~~ So what was wanted was the spirit of participation in the minds of the public. Without this, these measures were like blank cheques.

Continuing, he said, that the Government had brought up 5 war measures before the House as they had to dance to the tune of the Government of India.

The PRESIDENT observed that in keeping with the dignity of the House, the member should not use such expressions.

Mr. K. HANUMANTHIAH replied that truth was more dignified than formal dignity. It was something like love-striken Bhasmasura dancing to the tune of Mohini.

The PRESIDENT once again pointed out that such statements were not dignified and that the member would lose nothing by being more decent in his expressions.

Concluding Mr. HANUMANTHIAH said that mere copying the enactments passed in British India would lead ~~to~~ the State nowhere. With these remarks he opposed the measure.

Mr. N. RAMA RAO before proceeding to discuss the provisions of the Bill made sure that it was a

purely war measure. Having done this he said that the main question to be considered was whether there was any need for such a measure at the present moment. Till recently war was being fought far away from India. But at present war had reached the Indian sub continent and one or two places had a taste of it already. It was therefore necessary for the Government to take power to resist enemy aggression in all possible directions. One such power was requisitioning the services of motor ~~xix~~ drivers to operate transport vehicles for conveying evacuees, for rushing food supplies to places in need of them, for driving ambulance vehicles, and to convey the patients ailing in several hospitals to some safe place, to ~~xx~~ use tracters and bring vast areas under cultivation and for various other services. People in foreign countries were subjected to more severe conditions. Similar difficulties were just arising in India and measures were necessary to deal with such situations. It was the duty of the House to support such measures especially at a time like the present. It was no good saying that our Government ~~xx~~ were merely imitating legislation enacted elsewhere.

Referring to the clauses of the Bill proper, the speaker expressed the opinion that it could not be considered to be a perfect one, because certain clauses had been framed loosely and there were ~~xxxxxxx~~ chances of drivers being punished for no fault on their part. By way of example, he referred to clause 5 which required that every driver going out of his area should intimate and obtain permission before doing so. While they could be made responsible to intimate their intention to leave the area, it would r

not be right to burden them with the responsibility of obtaining permission also for it was beyond their control. It was a common knowledge that the Government machinery moves slowly. Officers responsible would not delay wantonly in giving the permission but if due to other engagements there was delay in giving such permission it was not just to punish the party. It might also happen that in certain cases the authorities might deliberately delay the grant of permission. To avoid this inconvenience he thought that obtaining permission should not be insisted upon.

Secondly there was no provision for appeal against the action of the licencing officer in regard to registration.

Thirdly "A Motor Vehicle" was defined as "any mechanically propelled vehicle adapted for use upon roads". This was not quite a satisfactory definition, because even a bullock cart could come within the meaning of the expression "mechanically propelled". Probably it was intended to mean "power propelled" rather than "mechanically propelled". If all such expressions remained, it would much encroach upon individual liberty. It was therefore necessary to redraft the Bill with suitable safeguards against possible hardship.

Concluding, Mr. Rama Rao stated that as a corrolary to this measure, Government would have to bring up measures to commandeer motor vehicles also, because without vehicles ~~xxxxxxxxxxxxxxxxxx~~ mere drivers were of no use.

Mr. T.S.RAJAGOPALA IYENGAR said that the justification on the part of the Government for bringing such a Bill was that war was approaching India and if any emergency arose they would require the services of motor drivers in large numbers. Mr. K.Hanumanthiah in opposing the measure had explained in detail the hardships that might be caused as a result of introducing the measure. Even Mr. N.Rama Rao had pointed out certain defects and suggested the redrafting of the Bill and placing it before the Assembly. His point of objection to the Bill was that it was virtually a conscriptive measure though restricted to motor drivers only and for default of the provisions of the measure heavy penalties were prescribed. When certain other war measures came up for discussion the Congress members remained neutral because those measures did not seek to restrict the rights and liberties of individuals. But they had definitely to oppose the present measure because it was conscriptive in nature. There were several Congressmen who owned motor vehicles and who knew motor driving and the present measure would apply to them all. If Congressmen were ordered for service, they could not obey such an order consistently with the policy adopted by them in respect of the war. The Indian National Congress decided upon the attitude of neutrality because the nation was committed to war even without so much as consultation; and also because they felt that India would not be profited by allied victory. Besides there was the element of compulsion in the measure and to that extent the rights and liberties of the people would be restricted. For these reasons he opposed the Bill.

Mr. S.C.MALLIAH in supporting the Bill stated that it was a time of war emergency. The enemy would not make difference between young and old, Congressmen and non-Congressmen or men or women, or Hindus or Muslims, and therefore everyone should pull together to see that the enemy did not set foot on the Indian soil. Even Congressmen were agreed on that point. Mysore was part of India and people in Mysore also should unite and do the utmost in this respect. He had no objection for Congressmen observing their ideals and principles in the matter of securing responsible government in the State but at this critical moment it was everybody's duty to support Government in all that they did in impeding enemy activity. No doubt there was an element of compulsion so far as motor drivers were concerned. But he thought that Government would not have recourse to the law unless there was an absolute necessity for it. The powers were intended to be used only during the emergency. It was better to be prepared for it before. Such a legislation had been enacted in British India. Mysore was but a part of British India and if the other parts suffered, Mysore was also bound to suffer. Since it was a question of protecting the lives and properties of the people, they should set aside their political ideals for the time being and lend their full support to Government. He therefore supported the Bill.

Mr. Bhupalam R.CHANDRASEKHARAYYA conceded that the point raised by the Congress members that under the measure there was an element of compulsion in the measure and that it would apply to the Congressites also. As regards the question of

Congress supporting the war even Mahatma Gandhi's ideals were changing from time to time. At present it was one of giving support provided national governments were set up in the Provinces and in the Centre. Even in Mysore, it was being said that Mysore Congress was demanding responsible Government under the aegis of His Highness the Maharaja. His Highness had undertaken to extend full support for national war effort. If Mysore Congress were really serious about their ideals, they were bound to aid His Highness the Maharaja and his Government in their war effort. Even from that point of view Government were entitled to Congress support in regard to this Bill. But there were certain difficulties as explained by some of the speakers. He suggested that a distinction be made between professional drivers and owner drivers, and sufficient safeguards should be provided so as not to cause trouble to owner-drivers. Lastly, he stated that the matter of fixing the remuneration was left to the discretion of the licencing authority. But in practice, he was afraid, it might not work satisfactorily. He therefore requested that the pay should be fixed in the Rules and that provision should also be made for giving compensation in cases of accidents while on service.

MR. BALLAM SRINIVASA RAO also supported the Bill. He said that at a time when people could not freely make use of railway transport, it was very necessary to make sure of at least motor transport in times of emergency. There was nothing wrong in enacting measures passed in British India. This Government also had to co-operate with British India in their war effort.

Mr. K. SUBBIAH SETTY stated that according to Mr. Bhupalam Chandrasekharayya owner-drivers were to be exempt. That meant an unfair discrimination among drivers, professionals and owner-drivers, In a way this was a conscriptive measure and he feared that on similar basis Government may later ask power to enlist clerks, cooks, and other also, for were were war service. Secondly, he stated that illiterate people even among professional drivers and failure on their part to notify and obtain permission for moving out, would be puhished heavily. It was unfair to prescribe such heavy penalties for such people. He therefore opposed the Bill.

Mr. F.C. DEVARAJ URS felt that there was great need for such legislation, and Governmentwere entitled to the support of the House. As a matter of fact Government were not bound to consult this House on such legislation, because under the Defence of India Rules, they had taken every power. But still the Government did not choose to be arbitrary; that was why this bill had been brought and the House ought to be thankful for them. Continuing the speaker stated that in countries like, Belgium, Holland, etc., in the European Continent, the liberties of the people had been curtailed to the utmost extent. Such being the case, the speaker asked, whether it was felt to be a great difficult merely to notify the change of address and obtain previous permission before moving out ? Much was made of the fact that the Bill was a mere copy of the British Indian legislation. In British India legislation had been enacted on the strength of experience gained in other parts of British Empire and there was nothing wrong in copying such legislation which was meant to protect the lives and properties of the people of the State.

If any of the provisions of the measures were harsh as was pointed out in respect of clauses 5 and 6, it was open to the members to suggest that the same might be amended, but it was not just to say that the measure itself was not at all wanted. He supported the Bill.

Mysore Motor Vehicles (Drivers) Bill.(Contd.)

Mr. K. CHENGALARAYA REDDY stated that the members of his party who had already spoken on the measure had given reasons for opposing it and that he wanted to explain the same further. Messrs. N. Rama Rao, S.G. Malliah, Devaraj Urs, and Bhupalam Chandrasekharaiah were all saying that, since the war was knocking at the door and the life and property of the people were in grave danger, it was not right to oppose this measure. He also conceded that the situation was grave, but the points to be considered were (i) what were the objects with which the war was being waged; (ii) the part that the State should take in it, and (iii) the benefits that would accrue from such a participation. He was not one of those who believed that by passing such measures freedom could be won. It was high time that such ideas were given up. Instead of adopting these methods, the Government of India and the Government of Mysore would do well to change their policy in such a way as to gain the confidence of the entire mass of people and thus mobilise an all-out resistance to the enemy. As matters stood, the Government were adopting a blind policy in the hope of gaining victory and that had not satisfied the vast mass of the people. As regards the provisions of this Bill, even a retired officer of the calibre of Mr. N. Rama Rao admitted that Government were aiming at taking vast powers in their hands. Besides there was an element of compulsion in the Bill. He would say that a stringent measure like this Bill was the first of the kind ever introduced by the Government. According to it the services of motor drivers could be recruited compulsorily for all possible requirements in connection with the war, such as the requirements of the A.R.P., the Police, and many other essential services in the State and they had no option but to render the service required of them.

Once the name of a motor driver was registered, he must present himself for duty whenever required. As had been stated, this measure was proposed to be introduced because a similar measure was enacted in British India. In England, there was an ordinance requiring every man between 18 and 40 years of age to register himself for war services. Suppose a similar conscription came into effect in India also; he would ask whether the Government of Mysore would introduce the same here.

The PRESIDENT observed that it was a hypothetical question, and the member would do well to confine to the measure before the House.

Mr. K. CHENGALARAYA REDDY, continuing referred to another ordinance passed in India, that any building, any factory, any moveable or immoveable property could be commandeered by Government and wished to know what the position of the State would be in regard to such a measure.

The PRESIDENT replied that all those powers were already there, under the Defence of India Act.

Mr. K.CHENGALARAYA REDDY stated that he was not in a position to support any measure, which was conscriptive in its nature. But, it might be asked how the war could be won, if objection was to be taken to all war measures. He wanted to emphasise that it was not the policy of the Congress to impede any war effort. The Congress had also planned ways and means to oppose the enemy and to die for the country, if need be, because it would help the Congress in achieving its main object of securing a National Government and complete independence for the country. In the war measures passed by the House so far there were no compulsory provisions. As this measure

had been aimed at restricting the liberty of the individuals he said, he had no option but to oppose it. In this connection, it was worth noting that even Mr. Jinnah had not given unconditional support to the war. He had said that support from the Muslim League would be forthcoming only after certain conditions were satisfied. The member wanted to bring that point to the notice of the members of the local Muslim League here. With these remarks he opposed the Bill.

Mr. Syed ABDUL RASOOL said that this Bill had been necessitated as a result of war. He admitted that it was the duty of every citizen to help in war effort, when the war had spread from the western hemisphere to the eastern hemisphere and the civilisation in the world was at stake. All the same he did not think there was need for such a drastic measure which curtailed the individual liberty of poor motor dirvers. The penalties prescribed in sub-clauses (1), (2) and (3) of clause 6 were also very drastic. It was for these reasons that the Muslim League was obliged to oppose the Bill.

Mr. A.N. RAMA RAO stated that the opposition of the Congress Party to the Bill was based on several reasons, viz., that the rights and liberties of the people were sought to be curtailed by it, the clauses 4 (1) and 5 of the measure were very drastic; that it amounted to the conscription of motor drivers etc. and he would try to meet all these objections.

He said that in the first place, this was an emergency measure meant to be in force until the duration of the war and even the Dewan-President had stated that there would be no need for it after the war emergency was over. Therefore it was definite that the present Bill was purely an emergency measure. There was much unnecessary opposition to clauses 3,4 and 5. Though under clause 3 (1) the names of all

persons who were capable of driving a motor vehicle would be entered, they would be classified under two heads, viz., those who were capable of driving a transport vehicle and those who were not so capable. Also a notice would be sent to the motor driver whether he had been registered as capable of driving a transport vehicle or not. Again notice would be given to him for furnishing information relating to his qualifications as a driver of motor vehicles. All these went to show that the measure had not been drafted in a hurry. In every section there was room for giving notice to persons, Consulting their convenience etc.

Even as regards the powers to requisition under clause 4(1)it says that"the officer..... may require a person to be present...." and not "shall". One member had objected that there was no provision for appeal. But clause 7 ran thus:-

"No prosecution for an offence.... shall be instituted without the sanction in writing of the Government...."

so there was an opportunity to appeal. There were many safeguards in this measure since important services like the A.R.P., Police, etc., were involved. For these reasons he hoped the Bill would receive the support of the House.

Mr. M.SEETHARAMA SASTRY in giving support to the Bill stated that not merely motor driving but every form of service should be rendered to the Government to defeat the enemy. The Congress members opposed this Bill using words like policy, propaganda, independence, and gave their support conditional on the grant of responsible government, etc. That argument would have been sound if the war had been sought after by our Rulers and not when it was thrust on them by Fascist powers and when they had no option but to resist the enemy. But whatever was needed for the protection of the country from the menace of the enemy, should be provided by the Government. War was spreading fast. There was no use in searching for loopholes in war legislation. Mr. K.Hanumanthiah advanced his stock argument that since this measure was passed in British India, Government were adopting it here also. Even the local Congress were doing the same thing, though many had not understood the spirit underlying non-violence Protection of life and property was the first concern of the Government of Mysore.

The member next brought to notice that owners had locked up their cars in garages for want of petrol and consequently the drivers were struggling for livelihood. It would be blessing in disguise for them if such a bill as the one under discussion was passed. Just as doctors could be called for service when epidemics broke out, motor drivers also were asked to register their names. Mr. K.Chengalaraya Reddy remarked that the procedure proposed by Government was open to objection. But he would say that if there was any better method, it was sure to have been brought before the House. In these circumstances, he appealed to the House to support this Bill.

The MINISTER for LAW (Rajapevaprasakta A. V. Ramanathan) replying to the debate said that some of the objections raised by the members had been answered by the other subsequent speakers. One member had opposed the Bill on a question of policy, which was one of non-co-operation with war efforts. He would say that there was no connection between that policy and the present Bill. The point for consideration was what all precautions should be taken to save life and property in the State to face any emergency that might arise. This was one of such precautionary measures. There was no conscription intended in the bill in the sense in which that term was used in the Mysore Army Act. This, he requested, the members to bear in mind.

The next point raised was that there was no need to keep this measure permanently on the Statute Book. But that was also the intention of the Government. The life of an ordinance was six months whereas the proposed Act would be in force till the close of the war. So it was permanent in the sense that its lease of life was longer than an emergency ordinance. He would assure the House that as soon as the war was over, this Bill would be repealed.

The third objection was that even car owners would be affected. But as Mr. A.N.Rama Rao had pointed out that no prosecution could be launched without the permission of Government. If however it was considered necessary that better safeguards should be provided for the owners Government had no objection to making a rule that owners could be prosecuted only with the sanction of Government. There was provision for appeal in the Bill in respect of fines, etc. but not in respect of an offence regarding

registration.

Some said that the treatment given to drivers was similar to that of the criminal tribes. It was not so. As the services of these people would be needed in times of emergency, such as when there was looting, and police had to be spent to the spot and so on, it was necessary to know their whereabouts so that they could be sent for immediately. It was therefore wrong to allege that an attempt had been made to treat the drivers on a par with criminal tribes and commit them to jails for default of rules. Clauses 6 and 7 made it clear that without a reasonable cause nobody should be punished or fined. It was also pointed out by some members that more powers than under a Public Security Act were meant to be taken by Government. It was really so, the reason being that while the public Security Act was meant for all time, this law was meant to be exercised only in an extreme emergency. He also impressed upon the House that only when private cars had to be requisitioned, the drivers' services would be needed and not in the ordinary circumstances.

One remark was made that all this was being done for aiding the victory of others. It was true. But it should be remembered that that victory also belonged to Mysore.

As regards the point raised that the definition of a "motor vehicle" was not clear enough in that even a bicycle could come under the present definition, the Minister said that if there was any necessity for changing it, the question would be examined.

In regard to the suggestion that motor cars

should be commandeered first and then the drivers should be requisitioned for service, the Minister explained that Government had power already under the Defence of India Act to do so. He invited reference to the ordinance already promulgated in the matter and published in the Mysore Gazette of 14th May. He also added that compensation would be given to car owners whose cars had been commandeered.

On the question whether this provision applied to owners drivers also, he pointed out that clause 3 made it clear that only those persons who were certified by the licensing authority to be capable of driving amotor vehicle would be requisitioned. Even in the matter of enrolling such persons discretion would be used by the authorities. The rules would provide for all such cases. If the owner of a motor vehicle was engaged on more important work than ordinary motor driving, he would not be troubled. Also those who were not competent drivers would not be forced for such service, as such capacity was of paramount importance. One other point to be noted was that the selected drivers would be paid a remuneration of Rs.60 per month and a separate daily batta when they were taken out of headquarters. There was provision for paying compensation in the event of any casualty occurring while on this service. Finally, the Minister made it specific that the services would be confined to the Mysore State and none need go beyond the State.

Thereupon the principles of the Bill were put to vote. On a division being demanded, the House divided and declared lost, 101 voting "for" and 152 "against".

The House rose for lunch at 3 P.M. and reassembled at 3-30 P.M.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE

Order No. RL 99 Legis 5-42-1

Dated, Bangalore, 2nd July 1942

Ordered that the accompanying Mysore Motor Vehicles (Drivers) Act, 1942,

which received the assent of His Highness the Maharaja, on the 7th day of July 1942, be published as Act No. XXVI of 1942, in the *Mysore Gazette*, for general information.

BJR
W 742

~~Under~~ Secretary to Government.
Law Department

To

The Compiler, *Mysore Gazette*, for publication in Part IV of the Gazette, in English and Kannada and for supply of spare copies in English and Kannada, as per standing orders.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS

THE MAHARAJA OF MYSORE

Order No. Rlg(Legis. 5-42-1 5 42-1

Dated, Bangalore, 20th July 1942

Ordered that the accompanying Mysore Motor Vehicles (Drivers) Act, 1942, which received the assent of His Highness the Maharaja, on the 7th day of July 1942, be published as Act No. XXVI of 1942, in the Mysore Gazette, for general information.

Secretary to Government,
Law Department.

To

The Compiler, Mysore Gazette, for publication in Part IV of the Gazette, in English and Kannada and for supply of spare copies in English and Kannada, as per standing orders.

		Rate.
4.	Where the total income is Rs. 10,000 or upwards but less than Rs. 15,000.	6 pies in the rupee.
5.	Where the total income is Rs. 15,000 or upwards, but less than Rs. 20,000.	7½ pies in the rupee.
6.	Where the total income is Rs. 20,000 or upwards, but less than Rs. 30,000.	9 pies in the rupee.
7.	Where the total income is Rs. 30,000 or upwards, but less than Rs. 40,000.	12 pies in the rupee.
8.	Where the total income is Rs. 40,000 or upwards, but less than Rs. 50,000.	15 pies in the rupee.
9.	Where the total income is Rs. 50,000 or upwards, but less than Rs. 75,000.	18 pies in the rupee.
10.	Where the total income is Rs. 75,000 or upwards, but less than Rs. 1,00,000.	24 pies in the rupee.
11.	Where the total income is Rs. 1,00,000 or upwards.	30 pies in the rupee.

B. In the case of every company and every registered Firm:—

		Rate.
1.	Where the total income is Rs. 2,400 or upwards but less than Rs. 4,800.	18 pies in the rupee.
2.	Where the total income is Rs. 4,800 or upwards.	30 pies in the rupee.

No. R. L. 2581, dated Bangalore, the 6th June 1942.

Under the provisions of Rule 36 of the Mysore Legislative Rules, 1941, the Dewan has been pleased to order the publication in the Gazette of the undermentioned Motor Vehicles (Drivers) Bill, together with the statement of objects and reasons.

By Order,

C. NARAYANASWAMY NAIDU,
Secretary to Government,
Law Department.

THE MOTOR VEHICLES (DRIVERS) BILL.

Statement of Objects and Reasons.

The Governor-General has recently promulgated an Ordinance providing for the requisitioning of the services of persons capable of driving motor vehicles. The Motor Vehicles (Drivers) Ordinance, 1942, empowers specified officers of the provincial Governments in British India to require persons capable of driving motor vehicles to place themselves and their services at the disposal of provincial Governments for remuneration.

In view of the probable requirements of the A. R. P. and the Police in the State and other possible requirements in connection with the War, the Government consider it necessary to have similar legislation in Mysore. As the matter was considered urgent, an Emergency Act was passed in the first instance in May 1942.

As the circumstances necessitating the promulgation of the Emergency Act are likely to continue for some time more, it is proposed to place the measure permanently on the Statute Book.

MYSORE MOTOR VEHICLES (DRIVERS) BILL. Act

ived the assent of His Highness the Maharaja on the 7th day of July 194

A Bill to provide for the requisitioning on behalf of Government of the services of persons capable of driving motor vehicles.

WHEREAS it is expedient to take powers to require persons capable of driving motor vehicles to place themselves and their services at the disposal of the Government;

It is hereby enacted as follows :—

Short title, extent and commencement.

(1) This Act may be called the Mysore Motor Vehicles (Drivers) Act, 1942.

(2) It extends to the whole of Mysore.

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context :—

(*a*) "Licensing Authority" means a licensing authority appointed for the purposes of the Mysore Motor Vehicles Act, 1928;

(*b*) "Motor Vehicle" means a motor vehicle as defined in the Mysore Motor Vehicles Act, 1928;

(*c*) "Transport Vehicle" means a motor vehicle intended to be let or to ply for hire and includes "motor bus", "motor cab", "motor lorry" or "public service motor vehicle" as defined in the Mysore Road Traffic and Taxes Act, 1935;

Register of Motor Vehicle Drivers.

3. (1) The Government may cause any licensing authority to prepare for Mysore or for any area in Mysore a register in which shall be entered the names of such persons within Mysore or area as the case may be, who are capable of driving a motor vehicle as the licensing authority may think fit to enter, together with such details of their qualifications as drivers, as may be prescribed by rules made under Section 8.

(2) The register shall show under separate headings those persons who are capable of driving a transport vehicle, and those persons who are not so capable.

(3) The licensing authority shall, on entering the name of any person in the register, send to that person a notice in writing informing him that his name has been entered in the register for Mysore or area, as the case

may be, stating whether he has been registered as capable of driving a transport vehicle or not, and informing him of the provisions of Section 4 and Section 5 of this Act.

(4) The licensing authority may, for the purpose of preparing the register under sub-section (1) by notice in writing, call upon any person to furnish in accordance with the requirements of the notice any information relating to his qualifications as a driver of motor vehicles which may be required by such notice.

Power to requisition services.

4. (1) Any officer empowered in this behalf by the Government may, by order in writing delivered to any person whose name is enrolled in the register referred to in Section 3, require him to present himself at such time and at such place and to such authority within Mysore as may be specified in the order and to perform within Mysore such services and for such time as may be so specified or as may be required of him by the authority to whom he has presented himself in pursuance of such order.

(2) An order under sub-section (1) may require a person to drive a motor vehicle notwithstanding that he is not licensed under the Mysore Motor Vehicles Act, 1928, to drive a motor vehicle or a motor vehicle of the class to which the vehicle to be driven belongs, and nothing in Section 6 of the Mysore Motor Vehicles Act, 1928, shall apply to such person in respect of any motor vehicle driven by him in obedience to any such order.

Registered persons to notify changes of address and obtain permission to leave area of registration.

5. Any person to whom the notice under sub-section (3) of Section 3 is sent shall thereafter, on any change occurring in his address, at once report such change to the licensing authority, and shall not depart out of Mysore or area, as the case may be, in which he is registered without first informing the licensing authority and receiving permission from that authority to depart.

Penalties.

6. (1) Whoever fails to comply with the requirements of any notice issued under sub-section (4) of Section 3 or in purported compliance with any such notice knowingly or recklessly makes any untrue statement, or without reasonable excuse fails to report as required by Section 5 any change occurring in his address, shall be punishable with fine, which may extend to one hundred rupees.

(2) Whoever without reasonable excuse fails to comply with an order in writing made under sub-section (1) of Section 4 or to perform in the manner required any

service which he is required to perform in pursuance of such order or in contravention of Section 5, departs out of the area in which he is registered, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

(3) Whoever being the employer of a person required by an order under sub-section (1) of Section 4 to present himself for service does anything calculated to prevent such person from, or to obstruct such person in, complying with the order, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

Sanction for prosecutions.

7. No prosecution for an offence punishable under this Act and no prosecution for an offence punishable under the Mysore Motor Vehicles Act, 1928, committed by a person who is for the time being acting in obedience to an order under sub-section (1) of Section 4 of this Act, shall be instituted without the previous sanction in writing of the Government or of an authority authorised in this behalf by the Government.

Power to make rules.

8. (1) The Government may, by notification in the official Gazette, make rules to carry out the purposes of this Act.

(2) Without prejudice to the generality of the foregoing power, rules may be made providing for all or any of the following matters, *viz.*,—

(*a*) the form of the register referred to in Section 3, the principles to be followed in selecting names for entry therein, and the details to be recorded therein;

(*b*) the form of any order in writing or notice in writing to be issued under this Act;

(*c*) the payment of persons whose services are requisitioned under this Act for the services rendered.

Repeal and Savings.

9. The Motor Vehicles (Drivers) Emergency Act, 1942 (No. XXI of 1942), is hereby repealed. But any rules made, anything done and any action taken in exercise of any power conferred by or under the said Emergency Act, shall be deemed to have been made, done or taken, in exercise of powers conferred by or under this Act, as if this Act had commenced on the 4th day of April 1942.

(Sd) N. Madhava Rau
Dewan

No. 7270 —*L. C., dated Bangalore, 8th June* 1942.

Under Standing Order 86 of the Legislative Council Standing Orders, the following report of the Select Committee on the Mysore Debt Conciliation (amendment) Bill and the Bill as amended by the Select Committee are published for general information.

By Order,
B. K. RAMAKRISHNAIYA,
Secretary,
Mysore Legislative Council.

MYSORE DEBT CONCILIATION (AMENDMENT) BILL.

Select Committee Report.

We, the members of the Select Committee to which the Mysore Debt Concilitaion (Amendment) Bill was referred, have considered the several clauses of the Bill and have the honour to submit the following report :—

CLAUSE 4.

We recommend that in the proposed Section 4-A, the words " within the meaning of this Act " and " under this Act " may be omitted as unnecessary and that for the words " such debtor " the word " he " may be substituted.

CLAUSE 5.

Sub-Clause (1).

We recommend that the recovery of costs provided for in the proviso now proposed to be added to Section 9, could be included in Section 18 (1) which provides for the recovery of sums due under agreements, and we therefore recommend that Clause (5) of the Bill may be recast as follows :—

" 5 (1) In Clause (b) of Section 9 of the said Act, the following proviso shall be added before the word " or " at the end of the existing proviso *viz.*

		Rate.
4.	Where the total income is Rs. 10,000 or upwards but less than Rs. 15,000.	6 pies in the rupee.
5.	Where the total income is Rs. 15,000 or upwards, but less than Rs. 20,000.	7½ pies in the rupee.
6.	Where the total income is Rs. 20,000 or upwards, but less than Rs. 30,000.	9 pies in the rupee.
7.	Where the total income is Rs. 30,000 or upwards, but less than Rs. 40,000.	12 pies in the rupee.
8.	Where the total income is Rs. 40,000 or upwards, but less than Rs. 50,000.	15 pies in the rupee.
9.	Where the total income is Rs. 50,000 or upwards, but less than Rs. 75,000.	18 pies in the rupee.
10.	Where the total income is Rs. 75,000 or upwards, but less than Rs. 1,00,000.	24 pies in the rupee.
11.	Where the total income is Rs. 1,00,000 or upwards.	30 pies in the rupee.

3. In the case of every company and every ered Firm :—

		Rate.
1.	Where the total income is Rs. 2,400 or upwards but less than Rs. 4,800.	18 pies in the rupee.
2.	Where the total income is Rs. 4,800 or upwards.	30 pies in the rupee.

No. R. L. 2581, *dated Bangalore, the 6th June* 1942.

Under the provisions of Rule 36 of the Mysore Legislative Rules, 1941, the Dewan has been pleased to order the publication in the Gazette of the undermentioned Motor Vehicles (Drivers) Bill, together with the statement of objects and reasons.

By Order,

C. NARAYANASWAMY NAIDU,

Secretary to Government,
Law Department.

THE MOTOR VEHICLES (DRIVERS) BILL.

Statement of Objects and Reasons.

The Governor-General has recently promulgated an Ordinance providing for the requisitioning of the services of persons capable of driving motor vehicles. The Motor Vehicles (Drivers) Ordinance, 1942, empowers specified officers of the provincial Governments in British India to require persons capable of driving motor vehicles to place themselves and their services at the disposal of provincial Governments for remuneration.

In view of the probable requirements of the A. R. P. and the Police in the State and other possible requirements in connection with the War, the Government consider it necessary to have similar legislation in Mysore. As the matter was considered urgent, an Emergency Act was passed in the first instance in May 1942.

As the circumstances necessitating the promulgation of the Emergency Act are likely to continue for some time more, it is proposed to place the measure permanently on the Statute Book.

MYSORE MOTOR VEHICLES (DRIVERS) BILL.

A Bill to provide for the requisitioning on behalf of Government of the services of persons capable of driving motor vehicles.

WHEREAS it is expedient to take powers to require persons capable of driving motor vehicles to place themselves and their services at the disposal of the Government;

It is hereby enacted as follows :—

Short title, extent and commencement.

(1) This Act may be called the Mysore Motor Vehicles (Drivers) Act, 1942.

(2) It extends to the whole of Mysore.

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context :—

(*a*) "Licensing Authority" means a licensing authority appointed for the purposes of the Mysore Motor Vehicles Act, 1928;

(*b*) "Motor Vehicle" means a motor vehicle as defined in the Mysore Motor Vehicles Act, 1928;

(*c*) "Transport Vehicle" means a motor vehicle intended to be let or to ply for hire and includes "motor bus", "motor cab", "motor lorry" or "public service motor vehicle" as defined in the Mysore Road Traffic and Taxes Act, 1935;

Register of Motor Vehicle Drivers.

3. (1) The Government may cause any licensing authority to prepare for Mysore or for any area in Mysore a register in which shall be entered the names of such persons within Mysore or area as the case may be, who are capable of driving a motor vehicle as the licensing authority may think fit to enter, together with such details of their qualifications as drivers, as may be prescribed by rules made under Section 8.

(2) The register shall show under separate headings those persons who are capable of driving a transport vehicle, and those persons who are not so capable.

(3) The licensing authority shall, on entering the name of any person in the register, send to that person a notice in writing informing him that his name has been entered in the register for Mysore or area, as the case

may be, stating whether he has been registered as capable of driving a transport vehicle or not, and informing him of the provisions of Section 4 and Section 5 of this Act.

(4) The licensing authority may, for the purpose of preparing the register under sub-section (1) by notice in writing, call upon any person to furnish in accordance with the requirements of the notice any information relating to his qualifications as a driver of motor vehicles which may be required by such notice.

Power to requisition services.

4. (1) Any officer empowered in this behalf by the Government may, by order in writing delivered to any person whose name is enrolled in the register referred to in Section 3, require him to present himself at such time and at such place and to such authority within Mysore as may be specified in the order and to perform within Mysore such services and for such time as may be so specified or as may be required of him by the authority to whom he has presented himself in pursuance of such order.

(2) An order under sub-section (1) may require a person to drive a motor vehicle notwithstanding that he is not licensed under the Mysore Motor Vehicles Act, 1928, to drive a motor vehicle or a motor vehicle of the class to which the vehicle to be driven belongs, and nothing in Section 6 of the Mysore Motor Vehicles Act, 1928, shall apply to such person in respect of any motor vehicle driven by him in obedience to any such order.

Registered persons to notify changes of address and obtain permission to leave area of registration.

5. Any person to whom the notice under sub-section (3) of Section 3 is sent shall thereafter, on any change occurring in his address, at once report such change to the licensing authority, and shall not depart out of Mysore or area, as the case may be, in which he is registered without first informing the licensing authority and receiving permission from that authority to depart.

Penalties.

6. (1) Whoever fails to comply with the requirements of any notice issued under sub-section (4) of Section 3 or in purported compliance with any such notice knowingly or recklessly makes any untrue statement, or without reasonable excuse fails to report as required by Section 5 any change occurring in his address, shall be punishable with fine, which may extend to one hundred rupees.

(2) Whoever without reasonable excuse fails to comply with an order in writing made under sub-section (1) of Section 4 or to perform in the manner required any

service which he is required to perform in pursuance of such order or in contravention of Section 5, departs out of the area in which he is registered, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

(3) Whoever being the employer of a person required by an order under sub-section (1) of Section 4 to present himself for service does anything calculated to prevent such person from, or to obstruct such person in, complying with the order, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

Sanction for prosecutions.

7. No prosecution for an offence punishable under this Act and no prosecution for an offence punishable under the Mysore Motor Vehicles Act, 1928, committed by a person who is for the time being acting in obedience to an order under sub-section (1) of Section 4 of this Act, shall be instituted without the previous sanction in writing of the Government or of an authority authorised in this behalf by the Government.

Power to make rules.

8. (1) The Government may, by notification in the official Gazette, make rules to carry out the purposes of this Act.

(2) Without prejudice to the generality of the foregoing power, rules may be made providing for all or any of the following matters, *viz.*,—

(*a*) the form of the register referred to in Section 3, the principles to be followed in selecting names for entry therein, and the details to be recorded therein;

(*b*) the form of any order in writing or notice in writing to be issued under this Act;

(*c*) the payment of persons whose services are requisitioned under this Act for the services rendered.

Repeal and Savings.

9. The Motor Vehicles (Drivers) Emergency Act, 1942 (No. XXI of 1942), is hereby repealed. But any rules made, anything done and any action taken in exercise of any power conferred by or under the said Emergency Act, shall be deemed to have been made, done or taken, in exercise of powers conferred by or under this Act, as if this Act had commenced on the 4th day of April 1942.

D. H. Chandrasekharaiya
23/6/44
President Legislative Council

No. 7270.—*L. C., dated Bangalore, 8th June 1942.*

Under Standing Order 26 of the Legislative Council Standing Orders, the following report of the Select Committee on the Mysore Debt Conciliation (amendment) Bill and the Bill as amended by the Select Committee are published for general information.

By Order,

B. K. RAMAKRISHNAIYA,
Secretary,
Mysore Legislative Council.

MYSORE DEBT CONCILIATION (AMENDMENT) BILL.

Select Committee Report.

We, the members of the Select Committee to whiel the Mysore Debt Conciliataion (Amendment) Bill was referred, have considered the several clauses of the Bil and have the honour to submit the following report :—

CLAUSE 4.

We recommend that in the proposed Section 4-A the words "within the meaning of this Act" and "under this Act" may be omitted as unnecessary and that for the words "such debtor" the word "he" may be substituted

CLAUSE 5.

Sub-Clause (1).

We recommend that the recovery of costs provided for in the proviso now proposed to be added to Section 9 could be included in Section 18 (1) which provides for the recovery of sums due under agreements, and we therefore recommend that Clause (5) of the Bill may be recast as follows :—

"5 (1) In Clause (b) of Section 9 of the said Act the following proviso shall be added before the word "or" at the end of the existing proviso, *viz.*,

NOTIFICATION.

No. Rl. 99—Legis. 5-42-1, dated Bangalore, the 22nd July 1942.

Ordered that the accompanying Mysore Motor Vehicles (Drivers) Act, 1942, which received the assent of His Highness the Maharaja, on the 7th day of July 1942, be published as Act No. XXVI of 1942, in the *Mysore Gazette*, for general information.

C. NARAYANASWAMY NAIDU,
Secretary to Government,
Law Department.

ACT No. XXVI OF 1942.

MYSORE MOTOR VEHICLES (DRIVERS) ACT, 1942.

(Received the assent of His Highness the Maharaja on the seventh day of July 1942.)

An Act to provide for the requisitioning on behalf of Government of the services of persons capable of driving motor vehicles.

WHEREAS it is expedient to take powers to require persons capable of driving motor vehicles to place themselves and their services at the disposal of the Government; It is hereby enacted as follows :—

Short title, extent and commencement.

(1) This Act may be called the Mysore Motor Vehicles (Drivers) Act, 1942.

(2) It extends to the whole of Mysore.

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context :—

(*a*) "Licensing Authority" means a licensing authority appointed for the purposes of the Mysore Motor Vehicles Act, 1928;

(*b*) "Motor Vehicle" means a motor vehicle as defined in the Mysore Motor Vehicles Act, 1928;

(c) "Transport Vehicle" means a motor vehicle intended to be let or to ply for hire and includes "motor bus", "motor cab", "motor lorry" or "public service motor vehicle" as defined in the Mysore Road Traffic and Taxes Act, 1935;

Register of Motor Vehicle Drivers.

3. (1) The Government may cause any licensing authority to prepare for Mysore or for any area in Mysore a register in which shall be entered the names of such persons within Mysore or area as the case may be, who are capable of driving a motor vehicle as the licensing authority may think fit to enter, together with such details of their qualifications as drivers, as may be prescribed by rules made under Section 8.

(2) The register shall show under separate headings those persons who are capable of driving a transport vehicle, and those persons who are not so capable.

(3) The licensing authority shall, on entering the name of any person in the register, send to that person a notice in writing informing him that his name has been entered in the register for Mysore or area, as the case may be, stating whether he has been registered as capable of driving a transport vehicle or not, and informing him of the provisions of Section 4 and Section 5 of this Act.

(4) The licensing authority may, for the purpose of preparing the register under sub-section (1) by notice in writing, call upon any person to furnish in accordance with the requirements of the notice any information relating to his qualifications as a driver of motor vehicles which may be required by such notice.

Power to requisition services.

4. (1) Any officer empowered in this behalf by the Government may, by order in writing delivered to any person whose name is enrolled in the register referred to in Section 3, require him to present himself at such time and at such place and to such authority within Mysore as may be specified in the order and to perform within Mysore such services and for such time, as may be so specified or as may be required of him by the authority to whom he has presented himself in pursuance of such order.

(2) An order under sub-section (1) may require a person to drive a motor vehicle notwithstanding that he is not licensed under the Mysore Motor Vehicles Act, 1928, to drive a motor vehicle or a motor vehicle of the class to which the vehicle to be driven belongs, and

nothing in Section 6 of the Mysore Motor Vehicles Act, 1928, shall apply to such person in respect of any motor vehicle driven by him in obedience to any such order.

Registered persons to notify changes of address and obtain permission to leave area of registration.

5. Any person to whom the notice under sub-section (3) of Section 3 is sent shall thereafter, on any change occurring in his address, at once report such change to the licensing authority, and shall not depart out of Mysore or area, as the case may be, in which he is registered without first informing the licensing authority and receiving permission from that authority to depart.

Penalties.

6. (1) Whoever fails to comply with the requirements of any notice issued under sub-section (4) of Section 3 or in purported compliance with any such notice knowingly or recklessly makes any untrue statement, or without reasonable excuse fails to report as required by Section 5 any change occurring in his address, shall be punishable with fine, which may extend to one hundred rupees.

(2) Whoever without reasonable excuse fails to comply with an order in writing made under sub-section (1) of Section 4 or to perform in the manner required any service which he is required to perform in pursuance of such order or in contravention of Section 5, departs out of the area in which he is registered, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

(3) Whoever being the employer of a person required by an order under sub-section (1) of Section 4 to present himself for service does anything calculated to prevent such person from, or to obstruct such person in, complying with the order, shall be punishable with imprisonment for a term which may extend to six months, or with fine, or with both.

Sanction for prosecutions.

7. No prosecution for an offence punishable under this Act and no prosecution for an offence punishable under the Mysore Motor Vehicles Act, 1928, committed by a person who is for the time being acting in obedience to an order under sub-section (1) of Section 4 of this Act, shall be instituted without the previous sanction in writing of the Government or of an authority authorised in this behalf by the Government.

Power to make rules.

8. (1) The Government may, by notification in the official Gazette, make rules to carry out the purposes of this Act.

59

(2) Without prejudice to the generality of the foregoing power, rules may be made providing for all or any of the following matters, *viz.*,—

(*a*) the form of the register referred to in Section 8 the principles to be followed in selecting names for entry therein, and the details to be recorded therein;

(*b*) the form of any order in writing or notice in writing to be issued under this Act;

(*c*) the payment of persons whose services are requisitioned under this Act for the service rendered.

Repeal and Savings.

9. The Motor Vehicles (Drivers) Emergency Act 1942 (No. XXI of 1942), is hereby repealed. But any rule made, anything done and any action taken in exercise of any power conferred by or under the said Emergency Act shall be deemed to have been made, done or taken in exercise of powers conferred by or under this Act, as if this Act had commenced on the 4th day of April 1942.

N. MADHAVA RAU,
Dewan.

Price Re. 0-0-6.